

Following the war, Frank moved to Cleveland, Ohio in 1946 and spent the next twenty-one years working at the Fairbanks-Morse Company. While living in Cleveland, Frank met and married Lois, who would be his wife of more than 50 years. The two moved to North Olmsted, Ohio in 1959 where they raised their three daughters, Theresa, Kathy and Karen.

Frank has been an active member of his community and serves as a Sergeant-at-Arms for the North Olmsted Democratic Club. Recently, Mr. Zolar visited Washington, D.C., for the first time in his life with Honor Flight Cleveland, a nonprofit organization which flies veterans to see the memorials on the National Mall.

Mr. Speaker and colleagues, please join me in honoring the ninetieth birthday of Mr. Frank Zolar.

HONORING DR. DONALD LINKER

HON. LYNN C. WOOLSEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 14, 2011

Ms. WOOLSEY. Mr. Speaker, I rise with sadness today to honor my friend, Dr. Donald Linker of Tiburon, CA, who passed away unexpectedly on June 16, 2011, after a fall. He was a spirited activist and colorful community character who livened up the many causes he took on.

Born and raised in Kentucky, Don Linker moved to northern California after completing medical school. He served as a physician in the Marines before settling for a number of years in San Francisco where he had a urology practice. He later earned a Masters in Public Health from UC Berkeley. Throughout his career, he was known as a compassionate physician and advocate for research on important public health issues like prostate cancer.

Don was married during his time in San Francisco and had three children, Kevin, Jodi, and Dana. He later moved to Tiburon and became active in Marin County. He was a founder of the local schools foundation and served on the boards of the Buck Center for Research in Aging, the Jewish Community Federation, AIPAC, and the Marin Community Foundation. He also found time to become a painter and had a show of abstract art in the works when he died.

Perhaps best known for his extreme athletic feats, Don Linker had his share of close calls whether windsurfing (where he was swept out to sea), mountain biking (where he garnered several speeding tickets) or skiing (including spending a freezing night on a chairlift because of his attempt to get in one last run).

He is survived by his three children as well as his brother Stephen, his son-in-law Richard Steele, and his two grandchildren, Lauren and Sarah Steele.

Mr. Speaker, I will miss Dr. Don Linker's bright wit and colorful sweaters and bow ties. But mostly I will miss his warm friendship and compassionate spirit. Please join me, his community, his family, and his many friends in mourning his passing.

ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS ACT, 2012

SPEECH OF

HON. RUSS CARNAHAN

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Friday, July 8, 2011

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2354) making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2012, and for other purposes:

Mr. CARNAHAN. Mr. Chair, I move to strike the last word.

During this time of economic uncertainty it is important to invest in the future. High speed rail will play a vital role in modernizing our transportation infrastructure, and we must prioritize its further development. If we are to remain economically competitive with the rest of the world, we must invest robustly in our infrastructure and create a true, world class transportation system. High speed rail will revolutionize the transportation industry, and its development will add valuable jobs to our economy.

I am firmly against this bill, which would rescind unobligated funds from high speed rail projects. While I fully support our disaster recovery efforts, there is no reason to do this at the expense of our rail infrastructure. This is merely a ploy by Republicans to cut off funding for a priority area for President Obama.

As a country we cannot afford to ignore this opportunity to create millions of jobs and develop a comprehensive high speed rail system. These cuts would drastically affect the State of Missouri, putting plans for a St. Louis-Kansas high speed rail corridor in jeopardy. We would also lose almost 8,000 jobs and nearly \$300 million in funding for high speed rail projects, including \$3 million in the 3rd District which I represent.

There is no question that we must curtail excessive government spending, a process that will require some belt tightening. But it makes no sense to cut funding for programs, such as high speed rail construction, that will foster sustained, long-term economic growth for America.

I urge all of my colleagues to consider the numerous benefits the high speed rail program will bring to all Americans and to vote against cutting the program's funding. We cannot allow our current fiscal challenges to prevent us from investing in the future while simultaneously helping to kick start our economy.

IN MEMORY OF MARY ALICE SHIPP

HON. SANFORD D. BISHOP, JR.

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 14, 2011

Mr. BISHOP of Georgia. Mr. Speaker, I rise today to pay tribute to a faithful public servant, a dedicated civil rights activist, a devoted mother and wife, and a personal friend, Mrs. Mary Alice Shipp.

Mary Alice Shipp was born on November 30, 1927 in Alamo, Georgia, one of six chil-

dren to the late Aaron O. Cook, Sr. and the late Abbie Hall Cook Steward.

Mary Alice Shipp had a thirst for knowledge and throughout her life continued her pursuit of education. She graduated from the Twin City High School in Telfair County and went on to Albany State College, where she received her Bachelor of Science Degree in Elementary Education. She later attended Fort Valley State College, where she became certified in Guidance and Counseling. In addition, she became certified in Career Education at the University of Georgia and became a Master Cosmetologist at the Madam C.J. Cargo Beauty School in Savannah. As the years progressed, she completed advanced training in Christian Education at the Interdenominational Theological Center in Atlanta.

Her love of education led her to teach elementary school in Telfair, Bleckley and Bibb Counties for 28 years before retiring. In addition to teaching, she was an accomplished business woman, owning and operating the Debutante Beauterette in McRae, Georgia for 20 years and was co-owning and managing the Shepard Funeral Home in Sylvester, Georgia.

Mary Alice Shipp served her community, as well. She was appointed to the Georgia Board of Corrections, Georgia Hunger Coalition, Member of the Sylvester City Council, President of the Worth County NAACP, and Director of the Worth County Save the Children. She and her husband, the late Curtis Shipp, were dedicated to the citizens of Worth County and the surrounding area.

For more than 40 years, she was a part of the struggle for civil rights. She was a faithful believer in the teachings of Jesus Christ and the advocacy of the late Rev. Dr. Martin Luther King, Jr. Because of her efforts, she was recognized by numerous organizations for her selfless efforts to help the poor, aged, and less fortunate. She donated many of her awards and memoirs to the Albany Civil Rights Museum. The Mary Alice Shipp Senior Center, named in her honor, also ensures Mrs. Shipp's lasting legacy.

Mrs. Shipp was a woman of great faith. She was converted at an early age and was a devout member of Corinth C.M.E. Church in McRae, Georgia, where she served in numerous capacities for many years. After moving to Sylvester, she became affiliated with Jones Chapel A.M.E. Church and later united with the Brown's Chapel C.M.E. Church, where she served faithfully until her death.

She was blessed with a loving family, including her late husband, Curtis Shipp, two beautiful daughters, Lynette Edwards and Paula Adams; son-in-law, Virgil Adams; grandson, Xavier Omar Edwards; sister, Annie Pearl Little; a sister-in-law, Delores Cook; devoted step-son, Ricky Shipp; nieces, Beverly Burks, Regina Daniels, Antoinette Smith, Judith Cook, Sara Shields and Nekia Daniels; nephews, Charles Little, Jr., Philip Burks, Kelsie Daniels, Jr., and Jason Smith.

Mr. Speaker, through Mrs. Shipp's endeavors to educate and improve her community, she touched many people. She leaves behind a lasting legacy of dedicated service, and I was fortunate to have her as a friend. My heartfelt sympathies are with her family, as it is always difficult to lose a loved one, but there is comfort knowing that today, heaven has a new angel and Mary Alice Shipp is with God.

ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS ACT, 2012

SPEECH OF

HON. DAVID N. CICILLINE

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Friday, July 8, 2011

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2354) making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2012, and for other purposes:

Mr. CICILLINE. Mr. Chair, I submit these remarks in opposition to provisions in Title V of the Energy and Water Appropriations measure (H.R. 2354) that would rescind unobligated High Speed Rail funds.

Indeed the recent storms and flooding that have ravaged the Mississippi and Missouri River Basins warrant the immediate attention and relief provided by Emergency Supplemental Funding in Title V. And as a representative from Rhode Island, a state that itself suffered and continues to recover from record level flooding in 2010, I wholeheartedly recognize the importance of this funding, which will enable the Corps of Engineers to repair the damage done by these natural disasters.

However, as Ranking Members DICKS and VISCLOSKEY noted in their views on the underlying bill, H.R. 2354, I too am disappointed by the decision to offset this important disaster relief funding by rescinding unobligated High Speed Rail funds. Time and again Congress has rightly responded to natural disasters with the emergency funding that facilitates recovery in our communities and reconstruction of critical infrastructure. As a Congress, we must respond to natural disasters with the resources it takes, and we must responsibly reduce the deficit. Yet, we must also make the necessary investments that will create jobs now and guarantee the future strength of our economy.

The fact that our Nation's investment in High Speed Rail remains a target for the budget chopping block is not just disappointing—it is a threat to our economy. We have to commit to paying down our debt. But, we must also commit to putting people back to work, supporting our infrastructure, and ensuring our Nation's ability to compete in the global economy. Some estimates say that each month we spend approximately \$8 billion in Afghanistan—just think about that. In just 2 months worth of spending in Afghanistan, we exceed our Nation's entire investment in High Speed Rail. Each year, taxpayers dole out \$4 billion in subsidies to big oil companies who continue to enjoy record profits, and yet here we are, stripping communities of critically important infrastructure dollars.

High Speed Rail is not some far-fetched fantasy, or a transportation solution that should be considered more of a luxury than a national priority. High Speed Rail is a reality. And while we hesitate to get on board, our competitor nations are charging further and further ahead of us. We've seen it in the headlines time and again. China now has the world's fastest conventional high-speed trains and longest network of tracks. Next year, just 4 years after beginning its High Speed Rail service, China will have more track than all of the world's high speed lines combined.

High Speed Rail creates construction jobs in the maintenance and operations jobs in the long term, and indirect jobs by growing access to greater labor pools and driving new economic development. High Speed Rail reduces congestion on our highways and skyways. These are key investments to ensure that America has a fast, safe, and efficient transportation network. And at a time when press reports as recently as this morning indicate states like Rhode Island are experiencing a rise in gas prices again, High Speed Rail provides a logical alternative to our oil addiction.

For the First Congressional District in Rhode Island, the provisions of Title V will strip away \$3 million in High Speed Rail funds. For the state as a whole, it is estimated this Title will rescind more than \$28 million in rail funding. This rescission occurs less than 2½ months after the initial announcement of the allocation to the Ocean State. Not only is Rhode Island battling high rates of unemployment—some of the highest in New England—and a sluggish economic recovery, we now have to battle against the uncertainty and unpredictability created by unwarranted rescissions such as the one before us now in Title V. All told, it is estimated that this rescission will result in the loss of hundreds of jobs in my state alone.

As a former Mayor, I know how detrimental this loss in High Speed Rail is for my district, the state of Rhode Island, the Northeast Corridor, and the Nation as a whole. For the city of Providence and the state of Rhode Island, High Speed Rail is a critically important component in efforts to attract the private investment that will help sustain and grow our economy; rebuild the infrastructure that will allow for efficient and timely transport of goods, people, and ideas; and place people in well-paying middle class jobs. Cities and states all across this country are relying on this investment to help improve their economies, relieve transportation congestion, reduce our dependence on foreign oil, and compete in the global economy. Unfortunately, the offset contemplated in Title V will derail these efforts.

I strongly urge my colleagues to vote against this offset because we must not fall further behind as our competitors speed ahead in the global economy.

OPPOSING VOTER SUPPRESSION

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 14, 2011

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, this August will mark the 46th anniversary of the Voting Rights Act. There are many who say there is no longer a need for the Voting Rights Act. Unfortunately, this is not the case.

It is true that we have made remarkable progress since 1965, including outlawing segregationist principles such as literacy tests, poll taxes and the grandfather clause. However, there is still much work to be done.

As we continue to observe during elections, minorities often face the uphill battle of misinformation distributed in black communities over how and when to vote, and purging of voter rolls and Election Day lines.

The Voting Rights Act was not and never will be about special rights. It is about equal

rights and ensuring that all Americans have the right to vote for their candidates of choice. The reality is that some people out there still want to suppress minority voting.

Recently, Texas passed legislation requiring picture identification in order to participate in the voting process. This systematic use of required voter identification cards will disproportionately impact voters that are elderly, minority, or disabled. Requiring individuals to produce picture identification will turn back the clock on voter rights and do little to prevent voter fraud.

Texas remains under Section 5 of the Voting Rights Act due to a long history of discrimination of minority voters. I have strong concerns regarding the ability of minority, elderly and disabled voters to obtain a state identification card from the Texas Department of Public Safety. There is only one Department of Public Safety office in Dallas, and no offices in central Houston. For potential voters in Southwest Texas some would have to travel up to 200 miles to obtain a state identification card. While I am already working to ensure individuals have the transportation to obtain IDs, I believe many poor and minority voters simply will not have the means to obtain this required card. Putting undue burdens on a certain population of voters is not in line with requirements of the Voting Rights Act.

Our values, our freedom, and our democracy are based on the idea that every eligible American citizen has the right to vote. We cannot and must not give up until every American citizen has the access and opportunity to vote—regardless of their skin color, ethnicity, or language ability.

ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS ACT, 2012

SPEECH OF

HON. STEVE COHEN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Friday, July 8, 2011

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2354) making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2012, and for other purposes:

Mr. COHEN. Mr. Chair, I am pleased to join with my colleagues on the House floor to oppose the Majority's efforts to cut funding for high-speed rail. As the Congressman from Memphis, a city that was damaged by historic floods this spring and a city in much need of disaster relief, I applaud the Majority for proposing more than one billion dollars in relief. However, I am disappointed that the Majority has decided to use high-speed rail funding to offset the cost.

I am disturbed by the Majority's decision to reach across jurisdictions and raid funding from the transportation sector, a sector in desperate need of investment. If an offset must be used then it should be from funds within the Energy and Water account. I also find it alarming that the Majority is cutting funds for high-speed rail, a program that will reduce greenhouse gas emissions, to fund relief for disasters that were exacerbated by climate